

WHAT IS CLAIMED IS:

1. A lubricating system for an internal combustion engine comprising:

a lubricating oil tank being integral with a crankcase and being partitioned from a crank chamber by a partition wall projecting from an inside wall of said crankcase;

a recovery pump by which lubricating oil dropping to and dwelling in a bottom portion of said crankcase after lubricating individual portions of said internal combustion engine is sucked through a pump suction port opened in said bottom portion of said crankcase and is fed to said lubricating oil tank; and

a supply pump for supplying said lubricating oil from said oil tank to said individual portions of said internal combustion engine;

wherein said lubricating system comprises an overflow oil passage through which said lubricating oil that flows over the upper edge of a partition wall of said lubricating oil tank is led to a suction port of said recovery pump.

2. The lubricating system for an internal combustion engine according to claim 1, wherein said overflow oil passage is comprised of said partition wall of said lubricating oil tank, and an overflow oil passage wall for partitioning said transmission chamber and said overflow oil passage from each other.

3. The lubricating system for an internal combustion engine according to

claim 2, wherein said lubricating oil tank is formed in a roughly crescent shape along an outside wall of said crankcase.

4. The lubricating system for an internal combustion engine according to claim 1, wherein said lubricating oil tank is disposed in a lowermost portion of said crankcase and oil disposed therein is free from being stirred by a crankshaft and speed change gears.

5. The lubricating system for an internal combustion engine according to claim 1, and further including a cutout formed in the partition wall for enabling oil dwelling on an upper surface of the partition wall to flow downwardly through the cutout into an oil sump.

6. The lubricating system for an internal combustion engine according to claim 1, wherein said recovery pump trochoid pump and said supply pump and said recovery pump are mounted on a single shaft for rotation.

7. A lubricating system for an internal combustion engine comprising:
a lubricating oil tank formed within a crankcase and being partitioned from a crank chamber by a partition wall projecting from an inside wall of said crankcase;
a recovery pump by which lubricating oil dropping to and dwelling in a bottom portion of said crankcase after lubricating individual portions of said internal combustion engine is sucked through a pump suction port opened in said bottom portion of said crankcase and is fed to said lubricating oil tank; and

an overflow oil passage through which said lubricating oil that flows over the upper edge of a partition wall of said lubricating oil tank is led to a suction port of said recovery pump.

8. The lubricating system for an internal combustion engine according to claim 7, wherein said overflow oil passage is comprised of said partition wall of said lubricating oil tank, and an overflow oil passage wall for partitioning said transmission chamber and said overflow oil passage from each other.

9. The lubricating system for an internal combustion engine according to claim 8, wherein said lubricating oil tank is formed in a roughly crescent shape along an outside wall of said crankcase.

10. The lubricating system for an internal combustion engine according to claim 7, wherein said lubricating oil tank is disposed in a lowermost portion of said crankcase and oil disposed therein is free from being stirred by a crankshaft and speed change gears.

11. The lubricating system for an internal combustion engine according to claim 7, and further including a cutout formed in the partition wall for enabling oil dwelling on an upper surface of the partition wall to flow downwardly through the cutout into an oil sump.

12. A lubricating system adapted for use with an internal combustion engine comprising:

a crankcase;

a partition wall form in said crankcase;

a lubricating oil tank formed in the crankcase and being partitioned from a crank chamber by the partition wall projecting from an inside wall of said crankcase;

a recovery pump for pumping lubricating oil disposed in a bottom portion of said crankcase through a pump suction port opened in said bottom portion of said crankcase and for feeding said oil to said lubricating oil tank; and

an overflow oil passage through which said lubricating oil that flows over the upper edge of a partition wall of said lubricating oil tank is led to the pump suction port of said recovery pump.

13. The lubricating system adapted for use with an internal combustion engine according to claim 12, wherein said overflow oil passage is comprised of said partition wall of said lubricating oil tank, and an overflow oil passage wall for partitioning said transmission chamber and said overflow oil passage from each other.

14. The lubricating system adapted for use with an internal combustion engine according to claim 13, wherein said lubricating oil tank is formed in a roughly crescent shape along an outside wall of said crankcase.

15. The lubricating system adapted for use with an internal combustion engine according to claim 12, wherein said lubricating oil tank is disposed in a

lowermost portion of said crankcase and oil disposed therein is free from being stirred by a crankshaft and speed change gears.

16. The lubricating system adapted for use with an internal combustion engine according to claim 12, and further including a cutout formed in the partition wall for enabling oil dwelling on an upper surface of the partition wall to flow downwardly through the cutout into an oil sump.